

Design Build No 7 2007-2008
Wolfe County-Mountain Parkway Extension
KY 9000\KY9009 and KY 15S
Design Item No 10-139
Pre-Submittal Meeting Minutes
03-07-07

Attendees:

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Pre-Submittal meeting Discussion Points:

The “Scope” for this project has evolved somewhat from the brief project introduction presented in the request for “Letters of Interest”. The main focus of the project is to provide for the extension of the 4 lane section (or 2 lanes in each direction) of Mt. Parkway from approximately MP 43.1 to the approximately MP 46.2. No work is anticipated for the Quillins Chapel Interchange as well as the KY 191 Interchange. The interchange with the KY 15 Spur, or KY 15 S as referred to in your “Scope of Services”, is to be reconstructed such that the extension of 4 lane section for the Mt. Parkway can be accomplished. Please refer to page 20-21, section 14.10 of the Scope of Services. As can be seen in this section, we have listed 5 items we hope to provide with the reconstruction of the interchange. Please note the concern KYTC has regarding the “traffic movements or weaving action” between the westbound KY 15 S ramp and the exit ramp to Quillins Chapel. Contrary to what was mentioned in the request for “Letters of Interest”, KYTC is not going to pursue a fully directional interchange at this location at this time. The only additional movement to be added is the ramp from northbound KY 15 S to eastbound Mt Parkway.

Other items of note mentioned in Section 14.10:

- 1) The project shall not adversely affect Campton Lake.
- 2) The project shall not adversely affect the wastewater treatment plant on the south side of parkway. Critical cross-sections were taken by the D10 survey crews at these locations and by using the typical sections shown, KYTC believes that these objectives can be accomplished.
- 3) The existing bridge over Swift Camp Creek is believed to have some geotechnical issues. KYTC advised the **Design Build Teams (DBT’s)** that additional information concerning the scope for this segment of the project will be available as soon as possible.
- 4) As can be seen from the typical sections, the roadway template will have to be reduced to fit underneath the existing KY 746 overpass. The transition rate for reducing the adjacent cut slopes to match the opening at the overpass shall be a minimum of 15:1. The DBT shall be required to verify the condition of the KY 746 overpass prior to beginning work. KYTC shall hold the DBT responsible for any damages to the bridge that may occur as a result of construction activities on the project.
- 5) Two alternate asphalt pavement designs have been presented for this project. One utilizes rock roadbed, one does not. The DBT shall be responsible for determining which design best fits the project and present this in their respective proposals.

Page 3

Design Build No 7

Item No 10-139 Wolfe County

KY 9000\KY9009 and KY 15S

Other Project Components:

1) Mandatory Utility meeting will be held 3-21-07 with representatives of the DBT's , KYTC, and the respective utility companies. Please hold any in depth utility questions until then. In general, the Awards Committee will look at efforts to minimize utility impacts in a very favorable light. Your final submittal must include a separate estimate of utility relocation costs for your project design. Utility relocation services, such as preparing all necessary agreements etc, are to be included in the Lump Sum Bid

2) It is anticipated that the most of this project can be constructed within the limits of existing right of way. However, the new ramp will probably require some new acquisitions. A PVA map for the area has been provided on the project disc. The DBT shall provide a separate R\W estimate for acquisition costs. R\W acquisition services are to be included in the Lump Sum Bid.

3) Components of your bid: The bid for the project shall be 1 lump sum "all inclusive" bid item that includes all design, construction and services outlined in the scope of services document. Please be advised that "KYTC is not infallible!" As your designs progress, if it becomes obvious that KYTC has not adequately addressed a critical element in our scope of services document, please bring it to KYTC's attention via a question to Mr. Waddle.

As can be seen in Sect 8 of the document:

- 1) Design**
- 2) Right of Way acquisition services**
- 3) Utility Relocation services**
- 4) Grade and Drain**
- 5) Asphalt paving**
- 6) Structures**
- 7) Environmental Work**
- 8) Traffic Signals (expected to be "0")**
- 9) Lighting (high mast lighting for the interchange)**

a breakdown **Please add "sign plans" to this list.** Section 16.2 of the Scope of Services requires that the DBT provide all signs, both temporary and permanent, for the project. However, that didn't make the list in Section 8.2 of the document. KYTC requires that for each of these elements to be included in your submittal. The sum of these components should equal your "all inclusive" 1 lump sum bid item. A 5% bid bond is required for the project.

Page 4
Design Build No 7
Item No 10-139 Wolfe County
KY 9000\KY9009 and KY 15S

In summary your bid should include single lump sum bid item, with a breakdown of all necessary design services and construction items and a separate estimate for utility relocation costs and a separate estimate for R|W costs. **This is worth 50% of your score with the Awards Committee.**

5) Project Schedule and Capacity: Section 17 covers the elements of project schedule that must be supplied. KYTC also requires that a list of current project commitments by members of your DBT also be included. **Evaluation of this information will make up 30% of your score.** Please note that the DBT will be responsible for all permits on this project. The project schedule needs to address this issue.

6) Innovation and Project Management: The features this will address are covered in section 17.2. **This is worth the final 20% of your score.**

KYTC will prepare our own cost estimate for each of the submittals for evaluation and acceptance purposes.

7) Design Requirements: Please note that no design exceptions have been approved for this project. Should the DBT decide to request a design exception for a particular item, this must be submitted, in writing to Mr. Waddle, no less than 21 (Aug. 24) days prior to the date the submittals are due. This process is further explained in Sect 14.7.

8) Please note that all geotechnical investigations are the responsibility of the DBT. A report must be prepared and submitted for review and approval by the KYTC Geotechnical Branch. A drainage folder will be required. Again, please not the project requirements of no adverse affects to the Lake.

9) Information on paving requirements and typical sections are identified in the appendixes of the document. Please not that the use of an MTV will be required for all mixes containing 76-22 binder. Rideability requirements are applicable for this project.

10) Environmental work: KYTC is in the process of performing as much of the environmental base line work as possible to the assist the DBT's in getting the required permits for the project. KYTC is focusing on the project corridor. Areas such as excess material sites etc are not being looked by KYTC at this time. Please refer to the maps distributed by KYTC. These indicate some areas identified by KYTC DEA as potential sites that may prove to be "environmentally sensitive." As detailed in the Scope of Services, the DBT is responsible for obtaining all permits, pay all fees etc, that are required to construct the project. KYTC is simply trying to help expedite the process.

11) Last item for discussion is the MOT requirements. Please see Section 13 of the Scope of

Page 5
Design Build No 7
Item No 10-139 Wolfe County
KY 9000\KY9009 and KY 15S

Services for more details. KYTC will allow the KY 15 S\ Mt. Parkway interchange to be closed for a pre-approved 14 calendar day time period. It is suggested that this should be a focus of the “public involvement” portion of the project. The DBT must submit a detour using state-maintained routes for approval by KYTC. Any damages to the routes used as detours will be the responsibility of the DBT to repair as directed by the Engineer. If the DBT elects to use the existing Mt. Parkway shoulder to move traffic on, he must first demonstrate that sufficient pavement exists to accomplish this.

Questions:

1) What is the condition of the existing cross-drains? Do they need to be replaced?

Answer: KYTC Maintenance will investigate and provide information at the 3-21-07 meeting concerning the conditions of the existing pipes.

2) Is KYTC aware of the desire by the City of Campton\Wolfe Co. to place a monument to honor eastern KY heritage etc in the area of the new ramp proposed for KY 15 S?

Answer: KYTC is not aware of any details. Linda Wagner-Justice will gather investigate and information will be posted to the website.

3) Are there any HAZMAT issues? This creates a huge risk to the DBT's when they are responsible for dealing with this issue.

Answer: KYTC is unaware of any HAZMAT issues. Most of this project should be constructed within the limits of existing right of way.

4) Will KYTC allow modifications to the project schedule due to “events” beyond the DBT's control?

Answer: KYTC recognizes that Right of Way, Utility Relocations, and Permits typically involve elements of uncertainty. KYTC deals with these project components on almost every project we administer. KYTC expects the DBT to provide a project schedule that they believe they can meet and is realistic. This will require that a specified completion date for the project be established and KYTC has full expectations that the DBT will do every thing they can to meet it. Any such “events” would be evaluated by KYTC on a case by case basis.